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Southeast  
Los Angeles  
Preliminary  
Plan

preliminary plan

# Southeast Los Angeles District

DEPARTMENT OF CITY PLANNING



LOS ANGELES

CALIFORNIA



CITY PLAN CASE NO. 22015  
SEPTEMBER 1975

## INTRODUCTION

This report presents the Preliminary Plan for the Southeast Los Angeles District. The District contains 9,430 acres, or 14.8 square miles, and is bounded on the north by the Santa Monica Freeway, on the west by Figueroa Street and Broadway, on the south by 120th Street and Imperial Highway, on the east by the City boundary generally along Alameda Street and Central Avenue. The District contains the communities of Central, Avalon, Green Meadows and Watts, which collectively had a population of 201,371 people in 1970. The salient physical characteristics of the area are: 1) a grid street pattern; 2) flat topography; 3) large expanses of modest single-family dwellings, with some apartment areas, separated by commercial facilities along Major and Secondary highways; and 4) a significant amount of industrial development.

The following population statistics apply to the Southeast Los Angeles District:

1970 Population	201,371
1975 Zoning Capacity	378,267
1995 Projected Population	187,187
Population Capacity of Plan	212,685

Previous phases of the Southeast Los Angeles District Plan Study involved the gathering and analyzing of data relating to physical, social and economic factors and identification of District problems, and potentials, with assis-

tance of the Southeast District Citizen Planning Committee. This report presents a preliminary 20-year plan, including programs for carrying it out oriented to the initial five years.

The next step in the planning process will be public meetings in the Southeast District, at which citizens will be asked to review and comment on the Plan and suggest alternatives to the various proposals. Subsequently, the City's General Managers of the various City agencies will review the Plan with respect to the suitability of proposed public facilities and services as well as transportation facilities.

Upon completion of public discussion, the Planning Department will formulate a Proposed Plan which will be presented to the City Planning Commission and Mayor for approval, and to the City Council for adoption as a part of the Los Angeles General Plan.

For additional information, call the City Planning Department at 485-3744 or write the Department at Room 605, City Hall, 200 North Spring Street, Los Angeles, California 90012.

This text is to be approved by the City Planning Commission and Mayor; and then adopted by City Council; thence becoming a legally constituted portion of the General Plan of the City of Los Angeles for this identified geographic area [Charter Section 96.5(3)].

# Southeast Los Angeles District PRELIMINARY PLAN

## PURPOSES

The Southeast Los Angeles District Plan is a part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying map.

## USE OF THE PLAN

The purpose of the Southeast District Plan is to pro-

vide an official guide to the future of the District for the use of the City Council, the Mayor, the City Planning Commission; other concerned governmental agencies, residents, property owners and businessmen of the District; and private organizations concerned with planning and civic betterment. For the Council, the Mayor and the Planning Commission, the Plan provides a reference to be used in connection with their actions on various city matters as required by law.



The Plan is intended to outline an arrangement of land use, circulation and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the District, within the larger framework of the City; guide the future of the District to meet existing and anticipated needs and conditions; contribute to a healthful and pleasant environment; balance growth and stability; reflect economic potential and limitations, land development and other trends; provide the facilities and amenities and promote a socio-economic climate which will result in stable and desirable neighborhoods for the residents of the District; and protect investment to the extent reasonable and feasible.

This Plan proposes approximate locations and dimensions for land use. Development may vary slightly from the Plan provided the total acreage of each type of land use, the land use intensities, and the physical relationships among the various land uses are not altered.

The Plan is not an official zone map and while it is a guide, it does not imply any right to a particular zone or to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles City Charter and the Los Angeles Municipal Code, subject to various requirements set forth therein. Inasmuch as the Plan shows land uses projected as much as 20 years into the future, it designates conditionally more land in some areas for different zones and land uses than may be desirable for many years.

This Plan is subject to review and amendment within five years, to reflect changes in circumstances.

## OBJECTIVES OF THE PLAN

### General

1. To coordinate the future of the Southeast Los Angeles District with that of other parts of the City and the metropolitan area, particularly communities immediately bordering the District.

2. To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected to the year 1995.
3. To develop a zoning pattern which more realistically reflects future land uses and densities.
4. To promote the use of a wide range of public programs of all levels of government to achieve the social, economic and physical proposals of the Plan.
5. To enhance and improve the economic, social and physical environment in the District.

### Housing

1. To provide for the housing needs of all economic segments of the Southeast Los Angeles District, maximizing the opportunity for individual choice and private ownership.
2. To encourage the preservation and enhancement of the varied and distinctive residential character of the Southeast Los Angeles District; to eliminate and prevent the spread of blight and deterioration; and to conserve, rehabilitate and restore the various neighborhoods of the District.
3. To maintain and preserve the stable and well maintained areas of the District through:
  - a. Encouraging the retention and rehabilitation of existing structurally sound residential structures.
  - b. Protecting single-family and low density apartment neighborhoods from the intrusion of incompatible uses.

### Commerce

1. To promote economic well-being and public convenience by allocating and distributing commercial lands for retail, service and office facilities in quantities and patterns based on accepted planning principles and standards.



- 2. To encourage the improvement of neighborhood and convenience shopping facilities to meet the needs of the District.

Industry

- 1. To promote economic well-being by designating land for industrial development that can be used without detriment to adjacent uses of other types, and imposing restrictions on the types and intensities of industrial uses as are necessary for this purpose.
- 2. To encourage the expansion and development of industries committed to employing residents of the District.
- 3. To eliminate non-industrial land uses, particularly obsolete housing, from industrial areas, and to phase out non-conforming industrial uses in residential areas.

Circulation

- 1. To make provision for a circulation system coordinated with land uses and densities adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation services, including rapid transit.

Service Systems

- 1. To provide a basis for the location and programming of public services and utilities and to coordinate the phasing of public facilities with future changes in the use of privately owned land.
- 2. To provide a high level of public and social services which are effective, coordinated and economical, including educational, health, recreational, cultural and social opportunities and services.
- 3. To encourage optimal multi-purpose use of school facilities for recreational purposes or other community service functions.
- 4. To promote additional parks and playgrounds including mini-parks and interconnecting bikeways throughout the District.

Social and Economic Environment

- 1. To promote a better economic, social and physical environment within the District by encouraging conditions which will provide employment.
- 2. To promote information and services necessary to improve employment opportunities for District residents.
- 3. To improve job training opportunities by encouraging the participation of industries in job training and development programs.

POLICIES

The Southeast District Plan has been designed to accommodate the anticipated population and employment of the District to the year 1995. The Plan does not seek to promote nor to hinder growth; rather it accepts the likelihood that growth and change will take place and suggests policies and programs to minimize any adverse effects of such growth and change.

The Plan features Low and Low-Medium density residential communities. It encourages the preservation of single-family residential areas, the conservation and expansion of recreational lands, and the preservation and strengthening of community business districts. Most commercial activities are proposed to be oriented to the needs of the District, with several community shopping areas located throughout the District.

LAND USE

Housing

Standards and Criteria:  
Property in residential zones permitting densities in excess of those designated on the Plan shall be reclassified to more appropriate zones.

Incompatible uses contiguous and/or adjacent to all residential areas should be separated from such areas by means of setbacks and/or landscaping. Apartments should be soundproofed and be provided with adequate usable open space.

Features:  
The Plan proposes that the moderate density housing character of the Southeast Los Angeles District be preserved and that neighborhoods be protected from encroachment by other types of uses. Within neighborhoods, the Plan recommends that Local Streets be redesigned to prevent detrimental effects of through traffic.

The proposed housing categories and their capacities are:

Residential Density	Dwelling Units Per gross Acre*	Persons Per Gross Acre	Gross Acres	% of Resid. Land	Pop. Capacity	% of Pop. Capacity
Low	3+ to 7	12 - 20	1187	19.7%	21,690	10.1
Low Med. I	7+ to 12	20 - 30	2840	47.5%	94,949	44.8
Low Med. II	12+ to 24	30 - 70	1074	17.8%	48,339	22.7
Medium	24+ to 40	50 - 100	904	15.0%	47,707	22.4
TOTALS			6005	100%	212,685	100%

\*Gross Acreage Includes Streets

Where appropriate (depending on location and condition), rehabilitation of older residential areas is encouraged. Older single-family areas, in which existing dwellings are not suitable for rehabilitation shall be redeveloped with Low or Low-Medium density housing types including town houses.

In areas where the Plan has identified Low and Low-Medium density housing areas, requests for rezoning for more intensive use are discouraged.

In order to provide adequate housing for all economic levels of the District, the following policy is established:

Expanded use of governmental assistance programs providing housing for low and moderate income families is encouraged.

The Plan further proposes utilization of techniques which will decrease the effective cost of land per dwelling unit. These may include the following, or other methods, as well as combinations of methods:



1. Public assemblage of land, possibly with the aid of Federal loans, for the subsequent construction of housing by private means.
2. Construction of attached single-family housing.

### Commerce

#### Standards and Criteria:

The commercial lands (not including associated parking) designated by this Plan to serve residential areas are adequate in quantity to meet the needs of the projected population to the year 1995, as computed by the following standards:

- a. 0.6 acres per 1,000 residents for Neighborhood Commerce areas;
- b. 0.2 acres per 1,000 residents for Community Commerce areas.

In general, off-street parking should be provided at a ratio of not less than two square feet for each square foot of commercial floor area for each Community and Neighborhood Commerce area specified on the Plan Map, and at a ratio of not less than one square foot for each square foot of floor area for Limited and Highway Oriented Commerce uses. Parking areas shall be located between commercial and residential uses where appropriate to provide a buffer, and shall be separated from residential uses by means of at least a solid wall and/or landscaped setback.

The commercial intensities proposed by the Plan are predicated upon the full development of the designated Major and Secondary Highways. In no case shall any intensity increase be effected by zone change unless it is determined that the Local Streets and Major and Secondary Highways serving, and in the general area of the property involved, are adequate to serve the traffic generated.

#### Features:

The Plan provides approximately 606 acres of commercial and related parking uses.

The Plan proposes to consolidate and expand the commercial uses in the Manchester-Broadway Center. This will be a multi-purpose center supplying, in addition to commercial development, housing close to and accessible to various public facilities and social services, and employment resources. Commercial uses should include professional offices, small department stores, restaurants and entertainment facilities. It should be served by the Los Angeles-Long Beach Rapid Transit Corridor (under study in September, 1975).

The Plan proposes expanding, deepening and consolidating the commercial uses in six Community Commerce areas at: (a) Central Avenue and Adams Boulevard; (b) Central Avenue and Vernon Avenue; (c) Vernon Avenue and Avalon Boulevard; (d) 103rd Street and Compton Avenue; (e) 103rd Street and Avalon Boulevard and (f) 109th Street and Main Street.

Neighborhood Commerce areas are designated at convenient distances from all residential locations (1/3 to 1/2 mile maximum distance). Commercial facilities in the environs of schools (Elementary, Junior High and Senior High and Colleges) should be related to the needs of students and uses incompatible therewith should not be allowed.

### Industry

#### Standards and Criteria:

Industrial lands are located on a citywide basis without regard to the boundaries of individual communities or districts, under the general principle that such employment should be available within a reasonable commuting distance from residential locations.

Parking for general industrial lands should be provided at a ratio of one stall for each 350 square feet of gross floor area, but not less than three stalls for each four employees on the main shift. Parking for warehouse or storage uses should be provided at a ratio of one stall for 1,000 square feet of gross floor area but not less than one stall for each employee on the main shift. On-street parking should be prohibited in industrial areas. Off-street parking areas shall be located at the peripheries of industrial sites to serve as buffers, and shall be separated from adjacent private and public uses by at least a wall and/or landscaped setback.

#### Features:

The Plan designates approximately 1,826 acres of land for industrial uses. Most industrial development is located in three major areas of the District: (1) The northwestern section and the area parallel to the Southern Pacific railroad; (2) The northeastern section and the area between Washington Boulevard and Santa Monica Freeway; and (3) The area generally bounded by Slauson Avenue, Central Avenue, Florence Avenue and Avalon Boulevard and also paralleling Slauson Avenue from east to west, known as the Goodyear Tract. The Plan proposes to stabilize industrial development, consolidate the Limited Industry uses, and develop a transition from Light to Limited Industry uses for those areas adjacent to residential uses. The Plan also recommends that measures be taken to attract into the District industry which would utilize the available labor force living in the District.

### CIRCULATION

#### Highways

#### Standards and Criteria:

Major and Secondary Highways and Local Streets shown on this Plan shall be developed in accordance with standards and criteria contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions.

Design characteristics which give street identity such as curves or changes in direction should be emphasized by landscaping or other appropriate features.

The full residential, commercial and industrial densities and intensities proposed by the Plan are predicated upon the development of the designated Major and Secondary Highways. No increase in zoning density shall be effected unless it is determined that the Local Streets and Major and Secondary Highways serving, and in the area of, the property involved are adequate to serve the traffic generated. Adequate highway improvements shall be assured prior to the approval of zoning permitting intensification of land use in order to avoid congestion and assure proper development. Through traffic on local streets within neighborhoods should be discouraged.

#### Features:

The Plan incorporates the Highways and Freeways Element of the Los Angeles General Plan. Collector



Streets are shown to assist traffic flow toward Major and Secondary Highways.

The Plan map indicates the adopted alignment for the Route 105 (El Segundo-Norwalk) Freeway.

### Public Transportation

The Plan designates a Rapid Transit Corridor as part of a regional system, located in the vicinity of Vermont Avenue and Broadway, paralleling the Harbor Freeway, and then extending east along the adopted alignment for the El Segundo-Norwalk Freeway.

The Plan strongly advocates additional bus transportation service to connect the District to other parts of the metropolitan area, and the continued modernization and expansion of bus service operations.

### Bikeways

The Plan designates two Bicycle Routes, which are connected with Bicycle Routes in other areas of the City in order to provide a network, with the purpose of promoting optional use of this mode of recreation and transportation.

### Railroads

The Plan suggests that all railroad rights-of-way through the urbanized areas of the District be landscaped.

## SERVICE SYSTEMS

### Standards and Criteria:

The public facilities shown on this Plan are to be developed in accordance with the standards for need, site area, design and general location expressed in the Service-Systems Element of the General Plan. (See individual facility plans for specified standards.) Such development shall be sequenced and timed to provide a workable, efficient and adequate balance between land use and service facilities at all times.

The full residential, commercial and industrial densities and intensities proposed by the Plan are predicated upon the provision of adequate public service facilities, with reference to the standards contained in the General Plan. No increase in density shall be effected by zone change or subdivision unless it is determined that such facilities are adequate to serve the proposed development.

The Plan designates two standard types of local parks, based on projected 1995 needs:

#### Neighborhood Parks -

1 acre per 1,000 residents; minimum site size 5 acres; service radius 1 mile;

#### Community Parks -

1 acre per 1,000 residents; minimum site size 15 acres; service radius 3 miles.

### Features:

#### Recreation Sites

The Plan proposes 12 additional Neighborhood and Community Parks. Several of these parks are located in the

vicinity of Elementary Schools, with joint use of school grounds and parks where possible. Joint development is proposed as a means of minimizing the amount of land to be required. Expansion of several Neighborhood Parks is also indicated. The Plan also proposes the development of mini-parks on vacant lots of adequate size within residential areas, to provide a part of the much-needed recreational space, especially for younger children.

### Schools

The Plan proposes dual use of existing school facilities for the general public after hours and on weekends. School grounds should be made available so as to facilitate after hour recreational use.

The Plan recommends that child care centers be located adjacent to Elementary Schools through the District.

The facilities of all existing schools, at all levels, should be upgraded and many sites should be expanded.

The Plan also indicates the Los Angeles Trade Technical College campus, and the development of college-related uses on adjacent lands is supported.

## **PROGRAMS**

These programs established a framework for guiding the future of the Southeast Los Angeles District in accordance with the objectives of the Plan. In general, they indicate those public and private actions which should take place during the initial five years following adoption of the Plan. The described actions will require the use of a variety of implementation methods.

### I. PUBLIC IMPROVEMENT PROGRAMS

#### A. Economics

1. A major year-round program to provide jobs for juveniles must be established in the District.
2. On-the-job training programs for semi-skilled and skilled workers shall be established.
3. Discrimination in hiring throughout the City shall be eliminated by means of full application of State and Federal fair employment practices and legislation, and such supplemental City programs as are needed to this end.
4. Physical and economic development plans shall be prepared for the improvement of community commercial centers in the District.
5. An impact study directed to maximization of the beneficial effects of the proposed rapid transit corridor through the District should be prepared by the City.
6. Economic Development Corporations (EDC) and Housing Development Corporations (HDC) should be created to implement needed economic and housing development in the District.

5

address themselves, in individual or joint action of various types, to the following:

- a. Seek to solve the problem of the replacement cost for housing, through whatever combinations of

and operate complex programs which are basically regulated by the Federal and State government, and therefore have limited capability to engage in program planning. However, the City recognizes that social service programs are always subject to change and



## B. Education

1. The City encourages the Los Angeles Unified School District to introduce new measures to improve the educational environment within the Southeast District.
2. Additional publicly sponsored child day care and pre-school centers should be established, to accommodate working mothers and to better prepare pre-school aged children in the District for a formal education.

## C. Housing

1. The City shall assist residents of any neighborhood in the elimination of severe problems of blight and/or adjacent incompatible land uses, in which they initiate a request for such action or for a feasibility study thereon.
2. The City shall provide special assistance to low and moderate income families in the processing of permits, plan checks, and various City procedures.
3. The City shall develop procedures and programs to assist bonafide nonprofit corporations to increase their viability and effectiveness.
4. The City shall consider how to establish a City-operated land assembly service for new housing construction, possibly utilizing Federal loans, to include a requirement that all such construction contain an equitable percentage of housing for low- and moderate- income families.
5. The City shall study the feasibility of establishing a City-operated revolving mortgage loan fund, mortgage insurance program, or interest-subsidy program, to supplement Federal Programs.
6. The City should develop special Building Code standards that apply only toward the rehabilitation of older dwelling units in the City.
7. The City should investigate possible amendments to the Building Code to require better security features in the construction of new buildings.
8. The City encourages changes to tax laws and practices in order to provide incentives for improved property maintenance.
9. The City should develop a program to close portions of Local Streets within neighborhoods to through traffic where it is feasible from a traffic and public safety standpoint and acceptable to residents.
10. The City should develop a program to install street and alley lighting where its absence correlates with crimes, fire hazards and pedestrian and vehicle accidents.
11. The City should develop and encourage programs to effectively deal with the large number of boarded-up and vacant housing units in the District.

## D. Safety

1. More effective legal and social procedures should be established to cope with the severe juvenile crime problem in the District. Programs should focus on first and second time offenders and especially those who have committed petty crimes or misdemeanors. Repeated probation and return to the community of habitual criminals must be avoided.
2. The City should develop and enact enforceable ordinances to limit the density of businesses requiring Police Commission permits, such as night clubs, pool halls and massage parlors.
3. The City advocates State legislation or administrative actions to enable municipalities to establish local limitations on the density of liquor licenses issued by the Alcoholic Beverage Commission.
4. A program should be established to increase citizen participation in the Team Policing Program and, to promote greater two-way dialogue between citizens and policy makers of the Police Department.

## E. Recreation

1. Expansion and improvement of existing local parks throughout the District should be accelerated. The City should provide facilities for specialized recreational needs within the District, and encourage the provision of commercial recreational activities that are not available within the District.
2. A program for financing and development of additional parks and recreational services in the District should be undertaken. The City should urge continuing efforts by County, State and Federal agencies to acquire vacant lands for public open space and recreation.

## F. Transportation

To facilitate local traffic circulation, relieve congestion, and provide mobility for all citizens, the following should be promoted by the City:

1. Continued development of the highway and street system in conformance with existing programs.
2. Continued planning of a rapid transit system, and improvements to the existing public transportation system for the District.

## G. Other Public Facilities

1. The development of other public facilities such as fire stations, libraries, and schools should be sequenced and timed to provide a balance between land use and public services.
2. New power lines should be placed underground, and the program for undergrounding of existing lines should be continued and expanded where feasible.
3. Child care and nursery school services should be encouraged at appropriate elementary schools.



## II. PRIVATE PARTICIPATION

The Plan encourages activities of residents' associations, homeowners' groups, and similar organizations to: conserve areas for sound housing; support legislation on all levels which will be beneficial to the environment; petition the City to initiate desirable zone changes in conformity with the Plan; and generally support sound planning for their communities.

The Plan also encourages private participation in the development of health care centers, housing, street tree planting programs, improved off-street parking for commercial areas, and construction of bicycle routes.

## III. PLANNING LEGISLATION

Planning provisions of the Municipal Code and other legislation are continually being reviewed and amended. The following studies for amendments are suggested to aid in implementation of the Plan.

- A. Townhouse Zoning: Attached single family housing, individually owned, which would provide greater economy of land utilization and be suitable for proposed Low-Medium density residential areas.
- B. Design: Requirement that all new and rebuilt public and private facilities observe improved design standards.
- C. Buffer Strip Zoning: Separation of incompatible uses (particularly housing from industry and freeways) by some form of buffering, preferably of a type which could also serve for recreation, parking, or other purposes.
- D. Signs: Strengthening of billboard and other commercial sign controls.
- E. Open Space Tax Relief (Compensatory): Inclusion in the City's Annual Legislative Program (submitted to the State Legislature) of a proposal for tax relief for privately owned lands planned for conservation and open space uses.
- F. Incentive Zoning: Incentives for private developers to provide various desired types of development which would surpass minimum requirements.
- G. Property Improvement Tax Relief: Revision of tax laws to provide incentives to property owners making improvements on their property.
- H. Railroad Beautification: Support by the City for State Legislation requiring landscaping of railroad rights-of-way.

## IV. ZONING ACTIONS

Zoning is the primary legal tool by which the development of private property can be directed toward the implementation of the Plan. Three distinct situations are involved:

1. The City can initiate redesignation to zones appropriate to the Plan.
2. Property owners, under the procedures established by the Los Angeles City Charter and the Los Angeles Municipal Code, may apply for a change of zone.
3. Community organizations, or groups of residents within a specific area, may petition the City Council to initiate redesignation to zones in conformity with the Plan.

If the objectives of this Plan are to be achieved, all zone changes should occur as early in the life of the Plan as feasible. Initial zone redesignations should include all changes from the R3 and R4 Multiple Residential Zone to Low and Low-Medium density categories indicated on this Plan. Redesignations of commercial zones should have the second priority.

## V. FUTURE STUDIES

### Density/Zoning Implementation

Some of the residential land use densities recommended by the Plan may be difficult to implement within the District because of the existing subdivision pattern and lot sizes. A study should be undertaken to determine how the density categories shown by the Plan, particularly the Low-Medium I and II densities, can be implemented.

### Rapid Transit Impact Study

A study should be initiated to determine the effects of the proposed rapid transit corridor on commercial and residential uses, and to structure the growth in a manner that would be beneficial to the District.

### Commercial Development Study

A plan should be prepared for the physical and economic development of the various Community Commerce centers in the District, particularly those which would be affected by rapid transit.

### Neighborhood Preservation Study

An implementation plan should be prepared for a specific neighborhood in the Southeast District utilizing many of the programs and proposals recommended by the Plan. Improvements to be considered should include but not be limited to: the closing of local streets to through traffic; street tree and street lighting programs; the construction of bikeways and pedestrian ways; the improvement and/or provision of adequate public facilities; rehabilitation and improvement of the existing residential structures.

**Housing Programs:** Those departments and agencies of the City of Los Angeles which are concerned with housing (the Housing Authority, the Community Redevelopment Agency, the Department of Building and Safety, the Planning Department, the Office of Urban Development, and the Community Analysis Bureau) should



address themselves, in individual or joint action of various types, to the following:

- a. Seek to solve the problem of the replacement cost for housing, through whatever combinations of rehabilitative techniques, low-cost housing fabrication, land cost reduction techniques, etc. are appropriate.
- b. Improve the ability of individuals and families to pay for better quality shelter.
- c. Create inducements to landlords who offer housing at low rents to improve the maintenance of their property.
- d. Maximize home ownership by residents of the District, thus, reducing the level of absentee ownership.
- e. Encourage lending institutions to increase the amount of home construction and improvement loans in low-income minority areas.

## VI. OTHER AGENCY PROGRAMS

### California State Department of Transportation

A study should be initiated to evaluate the environmental effects of the freeways upon all land uses, but particularly upon residential areas, with respect to noise, fumes, etc.

### Board of Education

The Plan proposes that the Board of Education:

1. Intensify efforts to raise the level of educational achievement in the District.
2. Intensify efforts to reduce the number of dropouts from high schools in the District.

### Los Angeles County Health Department

The City recognizes that the Health Department is operating numerous facilities and programs which answer needs of the Southeast District, and which provide a combination of preventive, diagnostic and curative treatment at the local level, including psychological aid. In addition, the City suggests that the Health Department investigate the feasibility of the following, for potential action at the local level or higher:

1. Establish a system of neighborhood family care centers throughout the District.
2. Provide technical advice and assistance to non-profit organizations interested in establishing health centers in the area.

### Los Angeles County Department of Public Social Services (DPSS)

The primary function of the DPSS is to administrate

and operate complex programs which are basically regulated by the Federal and State government, and therefore have limited capability to engage in program planning. However, the City recognizes that social service programs are always subject to change and therefore suggests that the DPSS investigate the feasibility of the following, for potential action at the local level or higher:

1. Improve existing, or create, programs which will help to provide adequate transportation for AFDC (Aid to Families With Dependent Children) recipients.
2. Assist AFDC teenagers to complete their high school education and further continue their education and training.
3. Initiate programs with the Los Angeles County Health Department and other local medical organizations to provide periodic medical examinations for AFDC recipients.

### Community Redevelopment Agency

The Plan reflects the Watts Redevelopment Project as adopted by the City Council. This project covers 107 acres and provides for the construction of single-family and multiple-family dwellings, the rehabilitation and construction of commercial structures and the improvement of public facilities.

## VII. JOINT AGENCY PROGRAMS

### Tax Credits:

The City Attorney, the City Administrative Officer, the City Planning Department and the County Assessor should investigate the legal and administrative changes necessary to provide tax credits in low income residential areas. Under this program, changes made as part of home improvements would be exempt from assessment increases for a specified number of years.

### Joint Use of School Sites:

The Los Angeles Unified School District and the Department of Recreation and Parks should coordinate to expand and improve school recreation areas so that they can also serve as neighborhood recreation sites.

### Vocational and Adult Educational Program:

The Office of Urban Development, the Manpower Program Section of the Mayor's Office, the City Demonstration Agency and other City agencies should work actively with the School District to develop relevant vocational and adult educational programs that will prepare community residents for full employment.

### Los Angeles County Unincorporated Area

The Plan proposes the on-going cooperation and coordination between the City and County in the development of the District and the implementation of the Plan.

(turn over)



The Southeast District Plan consists of this map and the text entitled "Purposes," "Policies" and "Programs".

Housing	DENSITY	DWELLING UNITS PER GROSS ACRE <sup>(1)</sup>	CONVERTING ZONES					
	LOW	3+ TO 7	R1, RD6	SINGLE FAMILY HOUSING	TOTAL ACRES	1,187		TOTAL HOUSING
	LOW MEDIUM I	7+ TO 12	R2, RD5, RD4, RD3	% OF TOTAL AREA	12.8%	9,800		
	LOW MEDIUM II	12+ TO 24	RD2, RD1-5	DWELLING UNIT CAPACITY	6,187	83.8%		
	MEDIUM	24+ TO 40	R3	POPULATION CAPACITY	27,880	73.3%		
				MULTIPLE FAMILY HOUSING	TOTAL ACRES	4,818		
				% OF TOTAL AREA	54.34	212,088		
				DWELLING UNIT CAPACITY	190,096			
				POPULATION CAPACITY				
	HIGHWAY ORIENTED <sup>(1)</sup>		C2, C4, R <sup>(1)(2)</sup>	TOTAL ACRES	300		TOTAL COMMERCE	
	NEIGHBORHOOD AND OFFICE <sup>(1)</sup>		CR, C1, C2, P	% OF TOTAL AREA	3.2%	405		
	COMMUNITY <sup>(1)</sup>		CR, C2, C4, P, PB	TOTAL ACRES	140	8.4%		
	REGIONAL CENTER <sup>(1)</sup>		C2, C4, P, PB	% OF TOTAL AREA	1.6%			
				TOTAL ACRES	98			
				% OF TOTAL AREA	0.6%			
				TOTAL ACRES	58			
				% OF TOTAL AREA	0.7%			
	COMMERCIAL MANUFACTURING		CM, P	TOTAL ACRES	140		TOTAL INDUSTRY	
	LIMITED <sup>(1)</sup>		M1, MR1, P	% OF TOTAL AREA	10.4%	1,826		
	LIGHT <sup>(1)</sup>		M2, MR2, P	TOTAL ACRES	906	9.3%		
	HEAVY <sup>(1)</sup>		M3, P	% OF TOTAL AREA	10.2%			
				TOTAL ACRES	314			
				% OF TOTAL AREA	6.8%			
				TOTAL ACRES	104			
				% OF TOTAL AREA	1.1%			
	PUBLICLY OWNED I			TOTAL ACRES	473		TOTAL OPEN SPACE	
	PUBLICLY OWNED II			% OF TOTAL AREA	5.0%	841		
	PRIVATELY OWNED <sup>(1)</sup>			TOTAL ACRES	98	6.7%		
				% OF TOTAL AREA	0.7%			
				TOTAL ACRES	571			
				% OF TOTAL AREA	6.7%			
	QUASI-PUBLIC <sup>(1)</sup>			TOTAL ACRES	14		TOTAL PUBLIC AND QUASI-PUBLIC	
				% OF TOTAL AREA	0.1%	482		
	PUBLIC			TOTAL ACRES	312	4.7%		
				% OF TOTAL AREA	4.7%			
				TOTAL ACRES	438			
				% OF TOTAL AREA	4.8%			

**SCHOOLS**

- ELEMENTARY
- JUNIOR HIGH
- SENIOR HIGH
- PRIVATE SCHOOL
- SPECIAL SCHOOL FACILITY
- JUNIOR COLLEGE

**RECREATION SITES**

- NEIGHBORHOOD PARK
- COMMUNITY

**OTHER FACILITIES**

- FIRE STATION
- POLICE STATION
- COMMUNITY LIBRARY
- PUBLIC HOUSING
- MAINTENANCE YARD
- MUNICIPAL OFFICE
- CULTURAL AND HISTORICAL
- HEALTH CENTER
- POWER STATION

	<b>FREEWAYS</b> <sup>(B)</sup>
	EXISTING
	ROUTE ADOPTED
	DIVIDED MAJOR HIGHWAY
	MAJOR HIGHWAY
	SECONDARY HIGHWAY
	COLLECTOR STREET
	LOCAL STREET <sup>(B)</sup>
	RAILROAD
	BIKEWAY

1. HEIGHT CRITERIA: NO. 1.
2. GROSS ACRES: INCLUDE ABUTTING STREETS.
3. GENERAL LOCATION: THE GENERAL LOCATION OF A PROPOSED FACILITY. IT DOES NOT DESIGNATE ANY SPECIFIC PROPERTY OR INDICATE THE FACILITY WILL APPROPRIATELY BE LOCATED WITHIN AN AREA DEFINED BY THE LOCATIONAL AND SERVICE RADII OF THE FACILITY. THE LOCATIONAL AND SERVICE PLANS COMPLEMENT THE SERVICE SYSTEM ELEMENT OF THE GENERAL PLAN.
4. HEIGHT CRITERIA: NO. 1.5 VL
5. HEIGHT CRITERIA: NO. 2.0

THESE DESIGNATIONS INCLUDE ADDITIONAL PARKING.

MINIMUM DENSITY OF RESIDENTIAL USES MAY BE PERMITTED ON PRIVATE LOTS OF ONE (1) ACRE OR MORE.

QUADRICULAR LAND DESIGNATIONS ON THIS MAP INDICATE THAT THE GENERAL PLAN DOES NOT PROHIBIT A SUBSEQUENT CHANGE OF THE LAND DOES NOT PROHIBIT PUBLIC INTERCHANGES OF THE LAND.

THE PLAN STATES, FREEWAYS AND FREEWAY INTERCHANGES ARE SHOWN FOR REFERENCE ONLY.

THE PLAN STATES, CALIFORNIA STATE HIGHWAY TRANSIST DESIGN BOARD OF DIRECTORS HAS ADOPTED A TRANSIST PLAN FOR THE GENERAL PLAN.

ROUTE ALIGNMENTS AND STATION LOCATIONS WILL BE SHOWN ON A SEPARATE MAP. FOR DETAILED CORRIDOR STUDIES AND PUBLIC HEARING.



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